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EQUAL RIGHTS FOR OUR FISHERS

At Last People Are Waking up to What "Free Fish" Really Means—Boston Herald Reverses Old Stand and Speaks for Fishermen.

Under the caption, "Free Fish and the New Freedom," the Boston Herald in a striking editorial in its morning's issue points out the workings of the new fish schedule, which admits the product free into this country, citing as an example the recent arrival of the British sch. Mazie Inkpen here as one of the instances where we have surrendered a national right without recompense of any kind.

The editorial is as follows:
The first cargo of green fish to be brought direct from the banks to Gloucester by a British schooner since the new tariff law went into effect was landed early this week. The master of the vessel was only 20 years old, but since April he has caught and landed \$20,000 worth of fish.

His latest cargo of 317,000 pounds of cod was caught off the Labrador coast about 120 miles north of Belle Isle. Fourteen Newfoundland vessels and one lone Gloucester schooner were trying their luck in the same waters. Handicapped by the discriminations against American vessels, the Gloucester skipper, unable to secure squid for bait, was fishing with salt clams and met with only indifferent success. His competitor, under the British flag, who enjoyed baiting and other privileges denied to American fishermen, secured his valuable catch with 60,000 squid, which is believed to be the largest catch ever made on one baiting.

With that generosity so characteristic of the higher type of seafaring men, the young captain of the Nova Scotia fishing vessel and the skippers of the Newfoundland schooners each contributed a bushel of squid to help out the Gloucester skipper. Thus from the men in command of rival vessels the captains of American fishing schooners receive better treatment than they do from the laws and regulations of friendly governments. Without making any attempt to secure relief for our fishermen from Canadian and Newfoundland regulations which make it possible for our vessels to meet their vessels, on even terms on those northern fishing grounds, the new Underwood-Simmons tariff gives to the fishermen of the Canadian provinces and of Newfoundland the privilege of entering fresh fish at our ports on the same terms, free of duty, that have been reserved so long for our own fishermen.

An attempt, at least, should have been made to obtain a modification of fishery laws and regulations which place our fishermen at a disadvantage compared to Canadian fishermen, before the same advantage was given to them which our fishermen enjoy in our own ports. If there is any value to the discretionary power given to the President to impose a countervailing duty of one cent a pound on fresh fish brought to our ports from any country or province which fails to accord equivalent and reciprocal treatment to us, it should be invoked without delay in order that our fishermen may obtain equal rights and privileges with Canadian and Newfoundland fishermen in their ports and on their fishing grounds, to equalize the advantages which we have surrendered and to compensate us for the benefits which we have so hastily conferred.

We have surrendered a national right without recompense of any kind. We have conferred a great boom upon Canadian fishermen without benefiting the consumer or removing any of the burdensome restrictions under which our own fishermen are compelled to operate.

To this, the strongest kind of an editorial, the Times can only say "Amen." The Times has stood for and fought for the fishermen ever since the day of its first publication, 25 years ago. It has been at times criticised severely and even held up to ridicule for its stand against "free fish" and against Reciprocity, which was but another name for free fish, since the Times was in a position to know and declare that no Reciprocity treaty could be arranged with Canada or Newfoundland without the free fish clause and in that reciprocity treaty (which never came), while some industries admittedly would benefit, there was no saving clause for the fishermen. In the parlance of the day, they were to be the "goats," the same as they are now under President Wilson's new tariff bill, which among other things gives free the fine fish markets of Gloucester and Boston to the fish concerns of Canada and Newfoundland, puts our own fishermen at a disadvantage and makes it harder than ever for these tollers of the sea to make a living.

For years the Times has preached against this giving away of the rights of the New England fishermen. Almost single handed and alone it has stood in the newspaper field and

fought free fish and reciprocity (knowing that the latter was but a synonym for free fish), fought the battle of the men who go down to the sea in ships and now comes the first admission of the soundness of its stand, and that too from the Boston Herald, the paper which was in the days past so strong in its advocacy of reciprocity and whose position as regards the Gloucester fish folks is even now too well remembered to need comment here. The days of Osborne Howes are not even now forgotten in Gloucester, and that the Herald has come to see the light is indeed an encouraging omen that some day all may come to realize the fight which this old city has been making for its very existence and for the existence of the bravest, sturdiest class of men who stand today.

The Gill Netting Fleet

One by one the gill netting fleet of steamers are getting into the game for the fall and winter fishing and during the next 10 days, quite a number of boats will be going.

From present indications, the fleet will be about the same size as last year. The only new boats heard of at the present time are the Julia May, built this summer for Capt. Phil Botan and H. Tysver and the Rockaway. The former will be commanded by Capt. Botan and the latter by Capt. John C. Foster.

The steamers, which will engage in gill netting this season are as follows:
Str. Ethel, Capt. Jack Keefe.

Sch. Little Fannie, Capt. Charles Nelson.

Str. Lydia, Capt. Paul Scola.

Str. Sawyer, Capt. George E. Heckman.

Str. Philomena, Capt. John A. McKinnon.

Str. Lorena, Capt. LaFoun.

Str. Harold, Capt. Polson.

Str. Nomad, Capt. Bert Murray.

Str. Swan, Capt. Mooney.

Str. Geisha, Capt. William Nelson.

Str. Bethulia, Capt. Dick Marchant.

Str. Sunflower, Capt. Max Schordner.

Str. Robert and Edwin, Capt. Jerry Cook.

Str. Rockaway, Capt. John C. Foster.

Str. Mystery, Capt. Lew Allard.

Str. Venture, Capt. Patrick Murphy.

Str. Nashawena, Capt. Davis.

Str. Carrie and Mildred, Capt. Willis Curtis.

Str. Julia May, (new) Capt. Phil. Botan.

Str. Rough Rider, Capt. Edward Wideman.

Str. Evelyn H., Capt. William Harting.

Str. Alice, Capt. John Nordrum.

Str. Prince Olaf, Capt. Samuel Halverson.

Str. Medomak, Capt. Daniel Grady.

Str. Water Witch, Capt. Brown.

Str. Naomi Bruce, Capt. Michael Shoares.

Str. Anna T., Capt. Arnold.

Str. Gertrude T., Capt. Nelson Tibbits.

Str. George E. Fisher, Capt. Lawrence Dahlmar.

Str. Orion, Capt. John H. Dahlmar.

Str. Eagle, Capt. William Gear.

Str. R. J. Killick, Capt. Jean Murray.

Str. Nora B. Robinson, Capt. John Brooks.

Str. Enterprise.

Str. Mary F. Ruth, Capt. Benj. McGray.

Str. Ibsen.

Str. Hugo.

Str. Harold II.

Str. Mary L.

Str. Randolph.

Str. Quoddy.

Str. Mindora.

Str. Scout.

Str. Dolphin.

Nov. 1.

RECEIPTS LIGHT AT T WHARF

Only Two Pollockers and One Halibuter Since Yesterday Noon.

One lone pollocker was all that was in at T wharf, Boston, this morning in the way of fresh fish, sch. Helen G. Wells having 4000 weight of pollock.

Yesterday afternoon, sch. Teazer, Capt. Peter Dunskey, from halibuting, arrived with 5000 pounds fresh halibut, besides about 25,000 pounds of fresh fish and 20,000 pounds salt cod. Her fresh and salt groundfish were brought down here. Another arrival was sch. Viking with 5500 pollock.

No sales on haddock were reported this morning. Dealers quoted \$5.50 a hundred pounds for large cod, \$3 for market cod, \$2.50 for hake, \$2.50 for pollock and \$1.50 for cusk.

Boston Arrivals.

The arrivals and receipts in detail are:

Sch. Viking, 5500 pollock.

Sch. Helen G. Wells, 4000 pollock.

Sch. Teazer, 4000 cod, 15,000 hake.

5000 cusk, 20,000 salt cod, 5000 halibut.

Large cod, \$5.50 per cwt.; market

cod, \$3; hake, \$2.50; pollock, \$2.50;

cusk, \$1.50.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large \$5.25 per cwt.; medium, \$4.75; snappers, \$3.50.

Salt trawl bank cod, large, \$4.75;

medium, \$4.25; snappers, \$3.

Dory handline cod, \$5 for large; \$4.50

for medium.

Eastern halibut codfish, large, \$5.00

medium, \$4.50.

Georges halibut codfish, large, \$5.00

medium, \$4.50.

Filleted halibut, 10c per lb.

Cusk, large, \$2.25; mediums, \$1.75

snappers, \$1.50.

Haddock, \$1.50.

Hake, \$1.75.

Pollock, \$1.50.

Salt mackerel \$18 per bbl. for med

um; \$10.25 for tinkers.

Fresh Fish.

Splitting prices:
Haddock, \$1.00 per cwt.
Eastern cod, large, \$2.25; medium \$2.00; snappers, 75c.
Western cod, large, \$2.35; medium \$2.10; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.40.
Cusk, large, \$2.00; medium, \$1.70
snappers, 50c.
Dressed pollock, 80c; round, 70c.

Fresh herring, \$2.50 and \$3 per bbl for bait.
Fresh bluebacks, \$3 per bbl., for bait; \$1.75 to freezer.
Bank halibut, 12c per lb. for white
Fresh small mackerel, 6c per lb.

PORT OF GLOUCESTER.

Arrivals.

Sch. Julia A. Beskele, Salem for Newburyport.

No Comment Necessary.

Everybody knows the history of our dry fish business for a hundred years; with a large catch down would go the price in South America and Southern Europe, and it was only when voyages were small that our people got a fair price per quintal, says the St. John's Trade Review. Our markets were restricted; we had no backdoors, so to speak, and we practically had to take whatever was given us for our produce. With a free entry to the United States the old condition disappears forever, for no matter how large the catch, we need never have more fish than is necessary to moderately supply our dry markets. Either directly or indirectly, the rest of our annual voyage can be absorbed in the United States.—Fishing Gazette.

Gulfport's Fishing Fleet.

Deep sea fishing will be introduced to Gulfport this year. The Campeche Banks Fishing Co., it was announced by Captain Dennis Burns will charter several large fishing crafts from Eastern states and go after the snapper in the deep waters of the Gulf. Pensacola has built up an immense deep sea fishing industry and has found it very profitable. Eleven million pounds of deep sea fish were shipped from that city last year. While Gulfport will not equal that record at once, it will give some idea of the possibilities of this branch of the shipping industry.

"Didn't We Tell You?"

Says the Fishing Gazette editorially:
"The change in the tariff has not boomed the fish business. On the contrary, in some cases it has retarded it. The foreigners are adding the duty taken off to their prices."

Salt Mackerel Sale.

The salt mackerel (are of sch. Ralph L. Hall sold to the Gorton-Pew Fisheries Company at \$10.25 for tinkers and \$18 for mediums.

**ONE GEORGES
HANDLINE FARE**

Only Offshore Trip at This Port Today—Gill Netters Have 3000 Lbs. Pollock.

Sch. Hattie L. Trask from George with a handline fare of 20,000 pounds of salt codfish was the only off shore arrival of the morning.

Sch. Teazer, in at T wharf, Boston, yesterday, brought down 25,000 pounds fresh fish and 20,000 pounds salt cod after disposing of her halibut from Southwest Harbor, Me., sch. Lillian brings a cargo of cured fish consigned to Fred Bradley.

The gill netters landed about 30,000 pounds yesterday, mostly pollock. Some of the boats did not lift on account of damage to their lifters and did not come in last evening. Str. Orion, one of the Dahlmar fleet, will join the gill netters today.

The torchers had a fair night, their catch aggregating 100 barrels fresh herring.

Today's Arrivals and Receipts

The arrivals and receipts in detail are:

Sch. Teazer, via Boston, 20,000 lbs. fresh fish, 20,000 lbs. salt cod.

Sch. Hattie L. Trask, Georges handlining, 20,000 lbs. salt cod.

Torchers, 100 bbls. fresh herring.

Str. Quoddy, gill netting, 4000 lbs. fresh fish.

Str. Evelyn H., gill netting, 7000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 7300 lbs. fresh fish.

Str. Hugo, gill netting, 400 lbs. fresh fish.

Str. Lorena, gill netting, 400 lbs. fresh fish.

Str. Geisha, gill netting, 6000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 5000 lbs. fresh fish.

Sch. Lillian, Southwest Harbor, Me., cured fish.

Sch. Hattie A. Heckman, via Boston.

Sch. Frances S. Grueby, via Boston.

Sch. Pythian, shore.

Sch. Valerie, via Boston.

Sch. Appomattox, shore.

Sch. James W. Parker, via Boston.

Vessels Sailed.

Sch. Senator Gardner, Newfoundland.

Sch. Oriole, Newfoundland.

Sch. Elk, haddocking.

Sch. Ella G. King, Prescott, N. S.

Sch. Alice M. Guthrie, haddocking.

Sch. Mary P. Goulart, haddocking.

Sch. Harriett, haddocking.

Sch. Adeline, haddocking.

Sch. Washakie, haddocking.

Sch. Olive F. Hutchins, haddocking.

Sch. Flora L. Oliver, haddocking.

Sch. Alice, haddocking.

**SCH. ROOSEVELT
ASHORE AT N. S.**

On the Rocks at Trout Cove and May be Total Loss—Has a Cargo of Green Fish for Davis Bros.

A dispatch to the Times received last evening states that sch. Theodore Roosevelt, Capt. James Bowie, of this port is ashore on the rocks at Trout Cove, Nova Scotia, about 12 miles west of Point Prim light and it feared that the craft will be a total loss.

Details of the mishap are lacking the first news received here giving only the bare facts of the vessel being ashore. The little river tug Sissiboo, Capt. Byrad Powell, started to the assistance of the stranded vessel and it was first thought that the tug would be unable to reach the wrecked fisherman, and both vessel and cargo would be a total loss.

The Roosevelt was on the Nova Scotia coast at the time loading with green salt cod for Davis Brothers of this port. She had about 100,000 pounds in her hold, having taken on part of her cargo at Tiverton, some more at Centerville and expected to complete at Digby today.

The place where the Roosevelt went ashore yesterday is a bad one in case of a breeze and stormy weather. Her owner is hopeful that she can be

floated and is anxiously awaiting further details.

The stranded vessel measures 125.44 tons gross and 90.90 tons net and was built at this port in 1901. She is owned by Fred L. Davis and is insured by the Boston Insurance Company.

A later dispatch received this forenoon states that the rough weather on the Bay of Fundy shore last night prevented any tug from going to the aid of the Roosevelt and the craft will prove a total loss. She is now driven high among the rocks. Endeavors are being made this morning to save her cargo, which like the vessel is insured.

Digby Fishing News.

Sch. Albert J. Lutz, Capt. Arthur Longmire, arrived Monday night from the banks with 40,000 pounds mixed fresh fish and sold out to Maritime Fish corporation at two cents per pound, quarter of a cent less than was paid to Capt. Longmore by the representative of an American firm when the Lutz landed 40,000 pounds at Yarmouth a week ago. The Yarmouth trip was shipped fresh to Boston by steamer.

Taking advantage of a favorable wind for which they have been waiting for several days, the schs. Rolfe and Haines Brothers, sailed Tuesday the former loaded with 50,000 brick for St. John, and the latter with pickled fish for Vinal Haven.

The Maritime Fish Corporation paid two cents per pound to the Dorothy M. Smart for her trip of 75,000 pounds of fresh fish. This is half a cent better than the prices prevailing a week ago.

Sch. Cora Gertie in Sunday from Freeport, has 17,000 pounds fresh haddock for the Maritime Fish Corporation, bought up from boat fishermen around the islands.

Nov. 3

**THE T WHARF ICE
FAMINE BROKEN**

The ice famine in Boston has been broken by the arrival of the barge Boylston, formerly a Boston bark from Maine with 1000 tons of ice, and a number of the market fleet which have been held in port were supplied and speedily got underway for the fishing grounds.

It is said that two schooners and several barges are under charter to relieve the situation, by bringing a supply from Maine, so that fishermen will be able to get what they want when they arrive from the grounds again.

During the famine, a large fleet of sail have iced and baited at this port, where they have met no difficulty in getting all the ice wanted.

Nov. 3

Carrier Pigeon Ring Inside a Hake.

A purchaser of a 14-pound hake landed from the Portland schooner Lochinvar on Saturday was surprised on dressing it to find inside a carrier pigeon, the silver ring around one of its legs being inscribed with the letter "U" and bearing the number 34, 195.